

GOSSIP OF THE RUNNERS.

THE OUTLOOK FOR A GREAT YEAR.

Some Horses That Ran at Gravesend on Saturday Worthy of Special Mention—Wm. Will G. W. Johnson, Don Alonso, and Manana Show in the American Derby—A Splendid Program for This Week—Lampighter Appears to Have the Maturity Handicap Won—The Great American Stakes—High-class Entries.

Taking the past week's sport at Gravesend as a criterion, the outlook for the racing season of 1935 is most promising. The attendance being large as on Wednesday, when the elements conspired to make the races as uncomfortable as possible, while the contests were in the main close and hard fought to the very end.

Of course, the public will not stop talking about Lampighter's showing in the Brooklyn Handicap, particularly after the four-year-old's race in the Standard Stakes on Saturday. When the investigation to be held by the Board of Control is over to-morrow the affair will gradually die out, and followers of racing will commence to discuss the meeting of Lampighter and Tammany in the Suburban next month. Lampighter was a study as he chased Rainbow in the early part of Saturday's race. While striving to overhaul the three-year-old the great son of Spendthrift ran with his clear-cut ears thrown back upon his neck. When he overhauled Rainbow on the quarter turn he cut the lead and the latter to and fro, saving as plainly as though gifted with speech:

"Ah, ha, Rainbow, I've got you!"

From that point home he looped along, and amused himself by pricking his ears at the crowd that lined the rail on either side.

Lampighter was not the only great race horse seen at Gravesend on Saturday. Halton's performance in the Hudson Stakes and G. W. Johnson's showing against high-class horses in the fifth race earning many expressions of admiration from men who are completers of judging form, and who work over at Sheepshead Bay had been none other than a very good thing. The fact that he is in a race to see whether the heat of the battle would not fire him with a desire to be at the head of the pack, and that he is a poor worker and runs second faster in actual races with the colors up than he does when he is down, is a very good thing. He is one of the lazy, English kind, and he is a very good thing. He is one of the lazy, English kind, and he is a very good thing. He is one of the lazy, English kind, and he is a very good thing.

Another sure candidate for a record will be the young horse Tony, who trotted a mile in 2:22 1/2 on Saturday. He is a well-bred fellow and a very good thing. He is one of the lazy, English kind, and he is a very good thing. He is one of the lazy, English kind, and he is a very good thing. He is one of the lazy, English kind, and he is a very good thing.

A bit of a sensation seems to be among the possibilities of this week at Belmont Park. The fact that one of the trotters entered has been manuevering out in Ohio under a name other than his own, and that he is a very good thing. He is one of the lazy, English kind, and he is a very good thing. He is one of the lazy, English kind, and he is a very good thing.

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The meeting will open on Tuesday, May 30, with a race of six furlongs, a \$500 handicap, a selling race of one mile and a half, and a \$1,000 race of one mile and a half. On the second day there will be a race of six furlongs, a \$500 handicap, a selling race of one mile and a half, and a \$1,000 race of one mile and a half.

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SHING OF THE EARLY STEPPERS.

High-class Trotting Expected to Meet This Season.

PHILADELPHIA, May 21.—The first view of the trotters in action for 1935, which took place last week at the Point Breeze track, gives rise to the belief that high-class harness racing will be seen in East this season. Perhaps the green horse that attracted the most attention here last week was the big brawny gelding Big Four, winner of the 2:45 race. On account of the muddy track and commonplace character of the others in his class, white-faced and well-letted chestnut did not have to go faster than 2:38 1/2 to win, but the brush he disclosed, and the easy, oily way in which he moved convinced many horsemen that 2:30 is quite within his present capacity. According to Trainer Manville, he was bought in Kentucky as a three-year-old for \$125. He taken to western Pennsylvania, where his new owner set him to work on a mail stage. It was soon found that he could step well, and as the horse had trotting blood on both sides, he was placed in the hands of a trainer. Last season Big Four forced a horse out in 2:34 1/2 at Mendville, but before coming to Point Breeze he had not won a race.

Wilton Greenway, the elder Baltimore trainer who brought out Linkwood Maid, 2:30, and others of equal fame, uncovered a likely five-year-old in the good race won by Ed Rowe with Soldier. This was Albert T. a bay gelding, bred by J. H. Hagen, having been bought at one of Tattersall's New England sales for about \$200 a year or two ago.

The young trotter went to the post for the first time in his life last Wednesday, and although he trotted a green race in 2:37 1/2, he was the better conditioned and more experienced winner in 2:38 1/2 on a track perhaps six seconds better than the one he had won. He is a promising trotter, during the three days' meeting, he was the only one to show a real race, and he was the only one to show a real race.

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On the seventeenth day there will be a race of six furlongs, a \$500 handicap, a selling race of one mile and a half, and a \$1,000 race of one mile and a half. On the eighteenth day there will be a race of six furlongs, a \$500 handicap, a selling race of one mile and a half, and a \$1,000 race of one mile and a half.

On the nineteenth day there will be a race of six furlongs, a \$500 handicap, a selling race of one mile and a half, and a \$1,000 race of one mile and a half. On the twentieth day there will be a race of six furlongs, a \$500 handicap, a selling race of one mile and a half, and a \$1,000 race of one mile and a half.

On the twenty-first day there will be a race of six furlongs, a \$500 handicap, a selling race of one mile and a half, and a \$1,000 race of one mile and a half. On the twenty-second day there will be a race of six furlongs, a \$500 handicap, a selling race of one mile and a half, and a \$1,000 race of one mile and a half.

On the twenty-third day there will be a race of six furlongs, a \$500 handicap, a selling race of one mile and a half, and a \$1,000 race of one mile and a half. On the twenty-fourth day there will be a race of six furlongs, a \$500 handicap, a selling race of one mile and a half, and a \$1,000 race of one mile and a half.

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BROOKLYN'S SUNDAY CROWD.

NEARLY 8,000 PERSONS WATCH THE NEW YORKS AND BROOKLYNS PLAY.

It was for the benefit of Derby O'Brien, who will win something like \$2,000, that the two clubs exchanged their Brooklynites very handsomely. True to the interests of the Brooklyn Club, Derby O'Brien for years played a game in left field that won him the commendation of every one, and the generous nature and ready wit of the man made him one of the most popular ball players in the city across the big bridge. So it is little wonder that when Derby's friends heard that he was sick in the West, that they should desire to show their appreciation of him by appearing in large numbers at his benefit yesterday at Eastern Park.

Nearly 8,000 persons were present at the game. Cranks of all shades and descriptions, from the Harlem River to Jamaica Bay, crowded the grand stand and overwhelmed the bleachers. But the most wonderful feature about the crowd was the number of fair women present. They were not looked for at a Sunday game in Brooklyn, and their appearance was all the more pleasant surprise. Everybody seemed to be actuated by the one desire, and that was to make O'Brien and his team win. The Brooklynites were not a bit less than the Brooklynites, and the Brooklynites were not a bit less than the Brooklynites.

The players of the New York and Brooklyn teams gave up their leisure hours of Sunday in order that their friend and fellow player might be comfortably fixed. Every one of them had a plan for the benefit, and the Brooklynites were not a bit less than the Brooklynites, and the Brooklynites were not a bit less than the Brooklynites.

The game started off with a rush. Crano hit for single by Burke, a double by Jack Nelson, who proudly led his own among the Brooklynites, and a single by Doyle. The Brooklynites were not a bit less than the Brooklynites, and the Brooklynites were not a bit less than the Brooklynites.

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OUTDOOR GOLF ON THE CLYDE.

The Yachts that Are to Sail in the International Regatta.

Boston, May 21.—The Globe's correspondent at Glasgow writes as follows about the yachts that are to sail in the regatta arranged by the Yacht Association:

"The Calluna, Britannia, and Valkyrie are all in Gourock Bay, twenty-five miles down the Clyde from Glasgow, completing their cabin fittings, for the upholstery work can be done there as well as at Glasgow. The Calluna and the Britannia are both new, but of course, not under a trial. The Calluna is light wind did not seem to feel her canvas, but no opinion can be ventured until her racing masts are stretched and she gets alongside the other three new cutters, the Britannia, Valkyrie, and the Britannia, just built for A. D. Clark by Tay & Co. of Southampton from the design of Mr. Soper, manager of the first regatta."

"The Britannia is the largest of the four new cutters, being about 135 feet over all, or quite ten feet longer than the new Clyde-built cutters. She is supposed to be over ninety feet long, and will have a beam of about twenty feet. As a consequence, the cutter will have more blue and black canvas than three Clyde yachts, and in a head sea may prove to be an awkward rival."

"The American idea of a shallow hull on the top of the water has possibly carried British designers along too fast, and since they have not had the advantage of American experience, it is not unlikely they may have made serious mistakes. The American build, having been associated more than our designers have calculated, the shallow bodies and great beam of the new cutters may be all right, but their deep keels and heavy hulls may be a great deal of surface friction when reaching and tacking. A shallow hull, however, is a great advantage at one time, and a serious disadvantage at another. It is not likely that the new cutters will be improved thereby, but it is a pity that the designers have not had the advantage of American experience."

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